

5. Land developers will be able to design their subdivisions so that subdivision streets will function to avoid any conflict with the overall plan.
6. Town officials will know when street improvements and construction will be needed and can budget funds accordingly.
7. School and park facilities can be located with the knowledge that the street system is stable.
8. The understanding and knowledge of the thoroughfare plan and the realization of approximately when and where street construction will occur will do much to prevent unnecessary expenditure of public funds. For instance, the installation of water and sewer lines can be accomplished before the street is constructed instead of after as sometimes happens.
9. Moreover, such comprehension of the thoroughfare plan will do much to eliminate irretrievable damage to property values and community appearance frequently associated with street widening and construction projects. For instance, new buildings, street trees, sidewalks, water meters, and so on can be located to permit future street construction without physical damage or money loss.

Streets perform two primary functions: first they carry traffic; and second they serve abutting properties. These two functions, when combined, are basically incompatible. The conflict is not serious if both traffic and land service demands are low. But when traffic volumes are high, conflicts created by uncontrolled and intensively used abutting property result in intolerable traffic flow friction and congestion.

The underlying concept of the thoroughfare plan is that it provides a functional system of streets designed to permit travel from origins to destinations with safety and convenience. Different streets in the system are designed for, and called on to perform specific functions in an attempt to minimize the traffic and land service conflicts. The streets within the system are categorized as to function and standards applied as follows:

1. Minor Streets: These streets provide access to abutting property. They are not intended to carry heavy volumes of traffic and should be designed in such a way that only traffic with origins or destinations on these streets will use them. Such streets are called residential streets when they serve residential property, commercial streets when